

What do you want for the I-405 Corridor?

We want to hear your comments and suggestions. Community involvement is key to the success of the Program. Here are some ways you can get in touch with us:

Attend a City-sponsored Public Meeting about I-405
City of Renton - City Hall
April 26, 2001, 5-8pm

Schedule a Community Briefing
Call 206.464.5878 to arrange a briefing by Program staff for your community group.

Check out our web site at:
www.wsdot.wa.gov/I-405

To contact a representative:
Carol Hunter
206.464.5878
WSDOT
401 2nd Avenue South, #300
Seattle, WA 98104-2887

Individuals requiring reasonable accommodation may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodation by contacting WSDOT-OUM, 206.464.5878, usually 2 weeks before meeting's date. Persons with hearing impairments may call Washington State Telecommunications Relay Service (TTY) at 1-800-833-6388, or Tele-Braille at 1-800-833-6385, or Voice at 1-800-833-6384, and ask to be connected to the event sponsor's phone number.

Title VI Notice to Public
It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7098.

I-405 Corridor Program
c/o Pacific Rim Resources
1109 First Avenue, Suite 300
Seattle, WA 98101

PRESORTED
FIRST CLASS MAIL
US POSTAGE PAID
WASHINGTON STATE
DEPT. OF PRINTING
PERMIT #1963

March 2001



What is the Preliminary Preferred Alternative?

The preliminary preferred alternative is a "mixed mode" solution package similar to Alternative 3 (discussed inside). The intent is to provide focus and initial thinking for the Program's decision-makers, the public and state legislature. Major solutions in the package include:

- Adding two new general traffic lanes each direction to I-405
- Evaluating transit options linking the eastside to Seattle
- Developing an expanded express and local bus system focused on the HOV lanes along I-405 and other roadways
- Fixing bottlenecks such as the SR 167/I-405 interchange
- Widening SR 167
- Taking steps to preserve the Burlington Northern Railroad alignment for transportation uses in the future

This package is not, at this time, an endorsement by committee members to implement any specific solution.

Preliminary Preferred I-405 Alternative Selected For Public Comment

Open Houses Scheduled: Help Define its Future

In January the I-405 Corridor Program's Executive Committee approved a "mixed mode" preliminary preferred alternative that contains demand management, transit, roadway and non-motorized improvements to address the mobility challenges of I-405.

The Executive Committee will review public input and the outcome of additional technical analysis before a decision is made on a preferred alternative for I-405. Two open houses are scheduled for you to learn about and discuss the preliminary preferred alternative and the other solution packages being carefully studied in an environmental impact statement (EIS).

Open Houses

March 20, 5 - 8 p.m.
Northshore Senior Center
10201 East Riverside Drive
Bothell, WA

March 22, 5 - 8 p.m.
Kennedydale Elementary School
1700 NE 28th
Renton, WA



Decision-making is guided by Executive, Citizen and Steering Committees.

The EIS allows us to assess the benefits, costs, and impacts of different types of solutions in the I-405 corridor. Our end goal is to have a package of improvements that will optimize the performance of the I-405 transportation system while addressing community and environmental impacts (see inside for analysis and cost results).

A draft EIS with complete findings will be issued in early summer 2001. Following its release, public hearings will be held. A final solution package will be selected next fall, based on the EIS findings and extensive public input.

PROGRAM TIMELINE

- ✓ Define Problem and Evaluation Method
Completed Spring/Summer 1999
- ✓ Develop Concepts and Solution Packages
Completed Spring/Summer 2000
- ✓ Detailed Environmental Review and Preliminary Preferred Alternative
Completed Fall/Winter 2000-1
- Public Open Houses on Preliminary Preferred Alternative
Spring 2001
- Issue Draft EIS, Public Hearings
Summer 2001
- Final EIS and Recommendations
Fall 2001

Highlights from Technical and Cost Analysis

The I-405 Corridor Program has developed four alternative approaches to address mobility and congestion in the corridor, in addition to the required "No Action" alternative. The preliminary preferred alternative, a "mixed solution" similar to Alternative 3, has not been analyzed separately here.

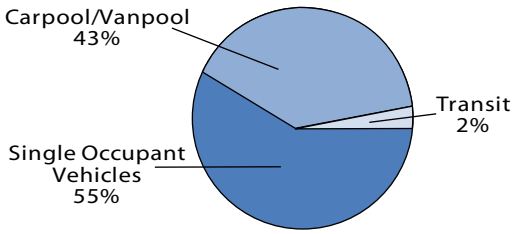
Highlighted on this page are findings from the technical and cost analysis that has been conducted on the action alternative solutions. Comprehensive analysis results will be contained in a Draft EIS report to be issued in early summer. Detailed descriptions of the alternatives are available on the Program's web page: www.wsdot.wa.gov/I-405.

What are the environmental and livability challenges?

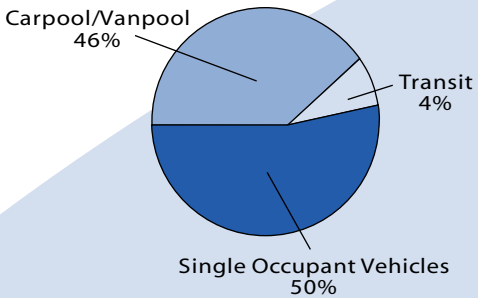
The Program is looking at minimizing impacts or enhancing conditions related to:

- Wetlands and water quality
- Upland habitat
- Endangered salmon
- Stream crossings
- Community livability impacts such as air quality and noise

How will we travel in the I-405 corridor in the year 2020 if we do nothing?



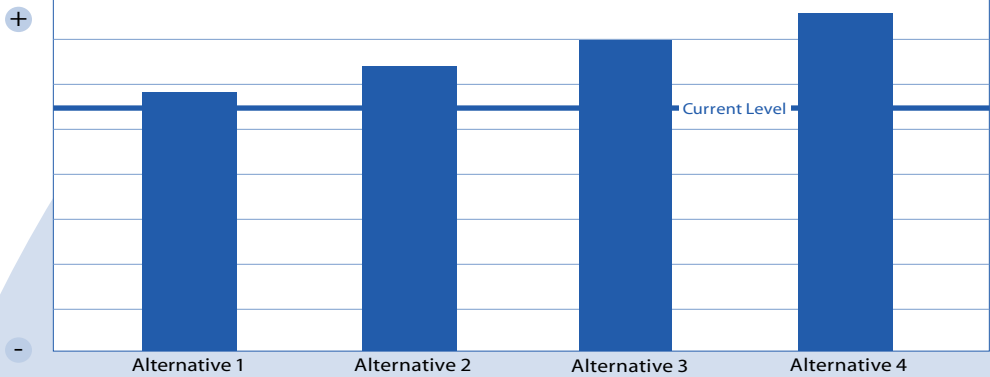
How will we travel in the I-405 corridor in the year 2020 under Alternative #3.



- Cars with one person will continue to be the majority of travelers.
- Carpooling and vanpooling will be strong.
- Transit use increases substantially with expanded bus or rail service (Alt. 1,2,3).
- Transit use will be highest in the central areas of Bellevue, Redmond and Kirkland.

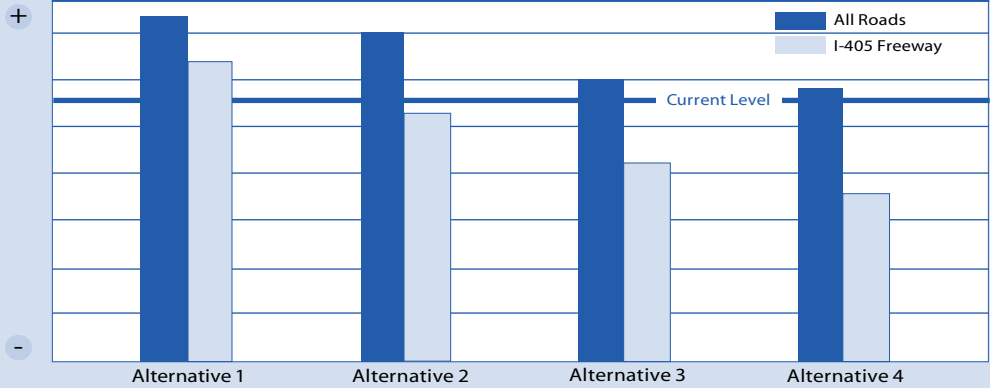
In the year 2020...

How many daily trips will the alternatives accommodate?



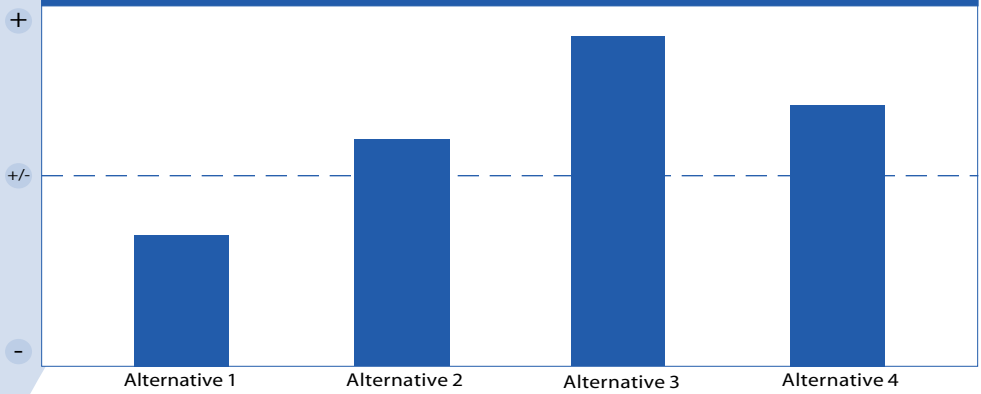
- Persons served within the corridor increase as capacity is expanded.
- Alternatives 3 and 4 would serve over 2/3 more trips than the does the current system.

How will the alternatives reduce congestion levels on roadways in the corridor?



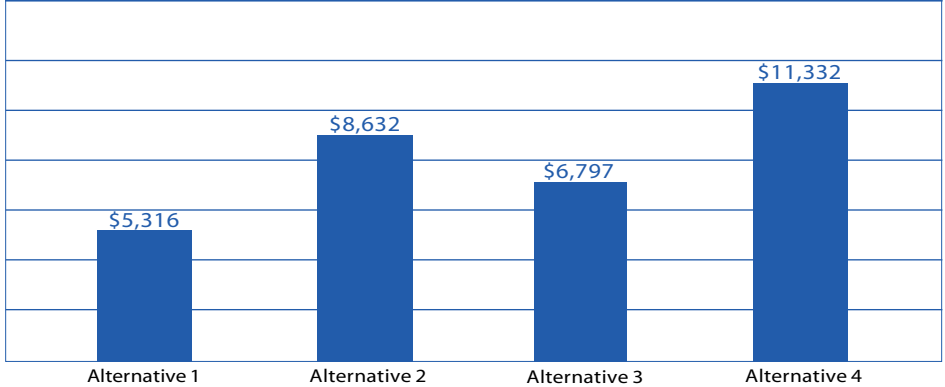
- Congestion on the I-405 freeway can be reduced below current levels with Alternatives 2, 3 and 4.
- In Alternatives 3 and 4, future congestion levels for all roads in the study area can improve close to current levels.
- Each build alternative includes safety improvements to I-405 bottleneck locations.

What are the benefits versus costs for each alternative?



- This chart compares benefits and costs of the alternatives by measuring their differences from the no action alternative. Benefits and disbenefits include travel time, vehicle operating costs, transit fares, accidents, air quality, and noise along with others.
- A result below the dotted line means the costs of an alternative exceed its benefits; a result above the line means benefits are greater than the cost.

How much are the alternatives estimated to cost? (in millions - year 2000 dollars)



- Cost estimates include capital, operations and maintenance, and required mitigations.

ALTERNATIVES OVERVIEW

ALTERNATIVE ONE:

High Capacity Transit/Transportation Demand Management Emphasis

Provides a fixed guideway transit system bolstered by feeder buses and one additional general purpose traffic lane each direction to I-405. Includes basic safety improvements on I-405.

ALTERNATIVE TWO:

Mixed Mode with High Capacity Transit Emphasis

Provides a fixed guideway transit system bolstered by feeder buses and one additional general purpose traffic lane each direction to I-405. Includes basic safety improvements on I-405.

ALTERNATIVE THREE:

Mixed Mode Emphasis

Provides an expanded express and local bus system, two additional general purpose traffic lanes each direction on I-405, and widens SR 167. Includes basic safety improvements on I-405.

ALTERNATIVE FOUR:

General Capacity Emphasis

Provides one additional general purpose traffic lane each direction to I-405, two new express traffic lanes each direction (four lanes total), widening SR 167 and moderate transit expansion. Includes basic safety improvements on I-405.

We want to hear from you

WHAT DO YOU THINK ABOUT THE I-405 PRELIMINARY PREFERRED ALTERNATIVE?

The Program's preliminary preferred alternative is a "mixed mode" solution package very similar to Alternative 3. A final solution package will be selected this summer, based on an EIS that will fully analyze the benefits and impacts of the alternatives, and more public input. To help us select a final solution package, we want to hear from you. Please take a few minutes to answer the following questions.

1. The preliminary preferred alternative contains a mix of transportation solutions. For each solution circle a number on the scale below, with 1 being "Oppose Strongly" and 5 being "Support Strongly."

Solution	Oppose Strongly		Neutral		Support Strongly
Improve I-405 interchanges including SR 167	1	2	3	4	5
Add two new general purpose traffic lanes each direction on I-405	1	2	3	4	5
Increase bus service up to 100%	1	2	3	4	5
Create a bus express system along the existing HOV lanes on I-405	1	2	3	4	5
Explore a high capacity transit option for the central corridor (SR 520/I-90) including connections with transit crossing Lake Washington	1	2	3	4	5
Add High Occupancy Vehicle (HOV) improvements to eastside arterials	1	2	3	4	5
Expand park-and-ride capacity	1	2	3	4	5
Add additional general purpose traffic lanes on SR 167	1	2	3	4	5
Widen key arterials	1	2	3	4	5
Improve facilities for pedestrians/bicycles	1	2	3	4	5
Provide improved traffic management using advanced technology	1	2	3	4	5
Preserve future transportation opportunities by securing the use of the Burlington Northern Railroad right-of-way	1	2	3	4	5

2. How do you feel about the other alternative solution packages? Please indicate your answer by circling a number on the scale below.

Alternative #1: High Capacity Transit/ TDM Emphasis

Alternative #2: Mixed Mode with HCT Emphasis

Alternative #3: Mixed Mode Emphasis

Alternative #4: General Capacity Emphasis

Oppose Strongly	Neutral			Support Strongly
①	②	③	④	⑤
①	②	③	④	⑤
①	②	③	④	⑤
①	②	③	④	⑤

3. What changes would you recommend be made to the preliminary preferred alternative?

4. In what city/town do you live? _____

5. In what city/town do you work/go to school/volunteer? _____

6. How do you generally get to work/school? *Can choose more than one.*

☐ Drive alone ☐ Carpool ☐ Vanpool
☐ Bus ☐ Walk ☐ Bike ☐ Other _____

7. Do you have any other comments about the I-405 Corridor Program?

I-405 Corridor Program
c/o Pacific Rim Resources
1 109 First Avenue, Suite 300
Seattle, WA 98101

PLACE
STAMP
HERE